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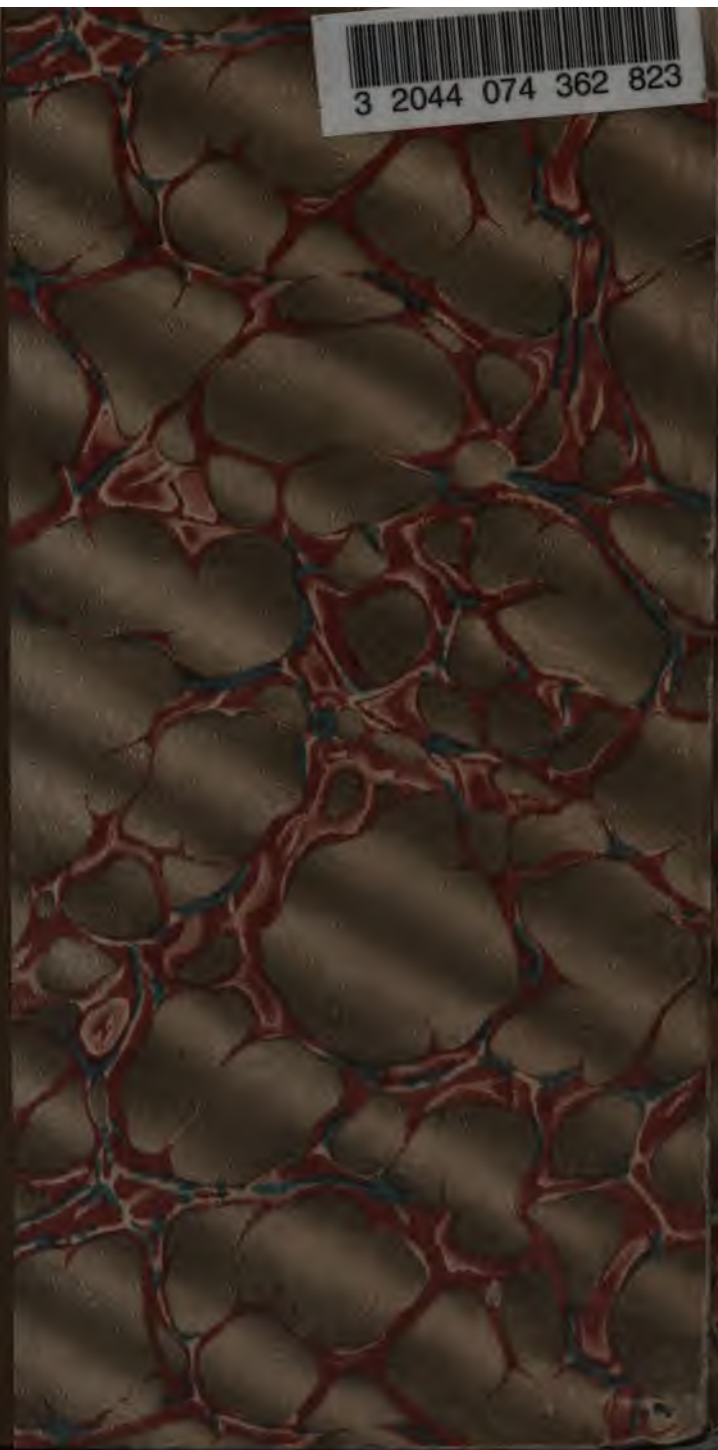
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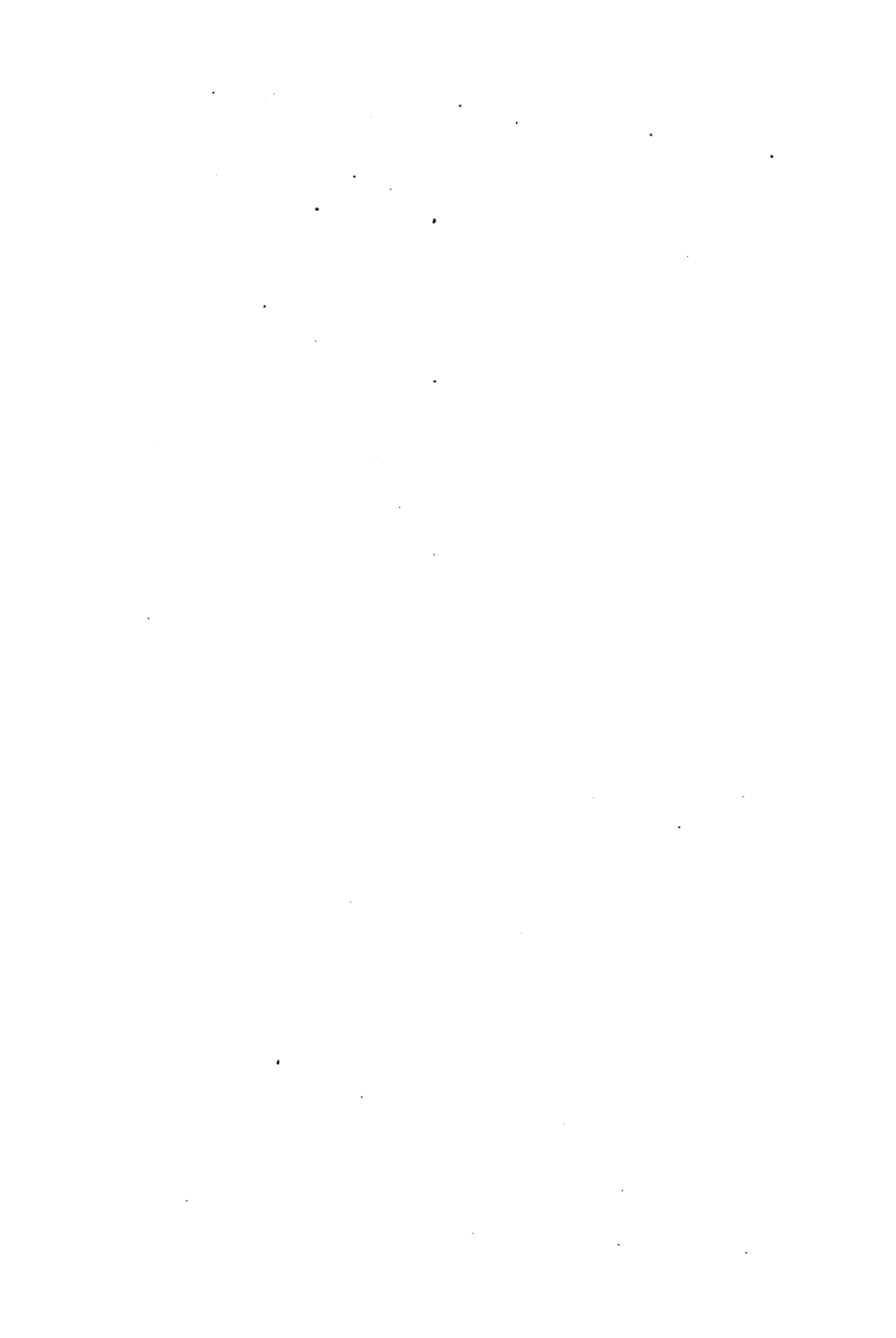
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*yours sincerely*

*Grace H. Darling*

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GRACE DARLING;

HER TRUE STORY.

*By Daniel Atkinson*

FROM UNPUBLISHED PAPERS IN POSSESSION  
OF HER FAMILY.

LONDON:

HAMILTON, ADAMS, & Co., PATERNOSTER ROW.

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## GRACE DARLING;

### HER TRUE STORY.

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MORE than forty years have passed over since the wreck of the steamship "Forfarshire." The story has been often told of her leaving Hull for Dundee with boilers defective from the outset, and above forty passengers on board, beside her crew; of her attaining to the north of Berwick-upon-Tweed, when obstinacy itself could force her no further, and driven back by a gale she struck upon a point of rock at the western extremity of the Big Harker, one of the group called the Farne Islands. As often has it been told how the Keeper of Longstone Lighthouse and his young daughter put off in their boat to the rescue of nine of the passengers and crew, all that remained alive with

the wreck.\* But narrators have striven to give this part of the story in glowing language, aiding it by imagination, and accuracy has suffered from their labour to be effective. Grace Darling hearing the cries of the shipwrecked in the midst of the storm and thereupon appealing to her father has been much dwelt upon; although the wreck in a direct line was a full half mile from the lighthouse, and the northern gale must have carried any sound another way. Most writers have made Grace Darling and her father row back their boat with all the saved nine at once; yet among the many endeavours to magnify a deed which has no need of fiction one thing has generally been left unrecorded, which, while it lessens the work the two had to accomplish, materially enhances the risk they ran. On leaving the lighthouse the boat had to pass southward through an opening between the Longstone and the next island, called the Bluecaps, before it gained the shelter afforded by the Blue-

\* Before she struck, eight of the crew and one passenger escaped in the *Forfarshire's* boat, and were taken up by a vessel at sea.

caps and the Harker which lay east and west in an almost continuous line between the Longstone and the wreck; and without this shelter the feat of the Darlings would have been impossible. When they dared the exposed passage at starting their boat went before the gale, but on returning had to be rowed against it; and William Darling put off with his daughter, both knowing that unaided they could not regain their home, but calculating upon some of the survivors of the wreck having strength enough left to help in rowing back.

Before the end of the month in which the event happened a letter was sent from the Trinity House, by direction of the Board, requesting the Lighthouse-keeper to furnish for their information a detailed statement of the circumstances. Three copies of his reply, in his own hand, have been preserved; and for its unstrained, clear and concise statement of facts the letter may serve as a model of composition to many who, more instructed and more learned, do not write so well. From William Darling, and from his own



home training of his family we have the lesson, much needed at the present day, that education is not synonymous with schooling; that want of the latter does not preclude true education, while, as we are often shown too well, there may be scant education along with much schooling. The alterations are slight that would make his letter grammatically correct, but they would spoil it. Punctuation excepted, it is here given as written by him, and appended to his private journal:—

“Being requested by J. Herbert, Esq., Secy., Trinity H., London, for a Detailed account of what was Done by My Daughter and myself on the 7th of Sept<sup>r</sup>., '38, follows the Answer to.

“Dear Sir,

In answer to your request of 29 Ult. have to state that on the Morning of the 7th September, it Blowing Gale with rain from the North, my Daughter and me being Both on the alert before high water securing things out of Doors,\* one quarter before five my Daughter observed a

\* At the Farne Islands, where the tide is 20 minutes later than at London Bridge, it was high water on the 7th of September, 1838, at 4-13 a.m.

Vessel on the Harkers rock ; but owing to the Darkness, and spray going over her, could not observe any person on the Wreck although the Glass was Incessantly applied, untill near 7 o'clock, when the tide being fallen we observed three or four Men upon the rock : we agreed that if we could get to them some of them would be able to assist us back, without which we could not return ; and having no Idea of a Possibility of a Boat coming from North Sunderland, we amediately Launched our Boat, and was Enabled to gain the rock where we found 8 men and 1 women, which I judged rather two many to take at once in the state of Weather ; therefore took the Women and four Men to the Longstone : two of them returned with me and succeeded in bringing the remainder, In all 9 persons, safely to the Longstone about 9 o'clock : afterward the Boat from N. Sunderland arrived and found three Lifeless Bodies, Viz. 1 Man & 2 Children, which they carried to the High rock, and came to the Longstone with great Difficulty, and had to Lodge in the Barracks two Days & Nights, with scant provisions, No beds nor cloths to change them with.

Your Most Obedt. Servant, WM. DARLING."

Let not young ladies be disappointed on learning, as we do from the above letter, that Grace Darling did not row with her father to the wreck the second time. Then, there were able men to take her place, and she could better be employed in aiding her mother to tend the three who remained at the Longstone, more especially the woman, mother of the two children who had been left dead upon the rock. "The sufferings of the poor woman Dawson," said Grace Darling in a subsequent letter, "seemed to me to be rarely equalled, having struggled nearly two hours to save her dear children, until they both died in her hands." As the tide was falling, it is to be supposed that the row along the lee side of the sheltering rocks was easier the second time than the first, so that Grace had the worst of it; and the whole nine did not the less owe their lives to her intrepidity, because in case of the latter four the debt was an indirect one.

Had the exploit of Grace Darling always been described as rationally as in the letter of her own father, perhaps travellers would less often

have been surprised and offended by a disposition among the boatmen of the neighbouring coast to depreciate it. Their endeavour to lessen the risk and difficulty encountered by Grace Darling and her father is ungenerous and unjust; but it would be hasty to ascribe it wholly to mean jealousy. These boatmen are familiar with the waters and islands; they have contended, or at least some of them, with seas through which no man could row with only a daughter's aid, let the two be ever so devoted and courageous; and when such men see inflated descriptions by the pen, or exaggerated illustrations by the pencil, which attribute to Grace Darling and her father impossible achievements, some allowance for human nature may be made if they run to an opposite extreme, dwell too much on the shelter given by the range of rock, speak of a lower tide than that which ran at the time, ignore the danger at the commencement and the difficulty of the return, and above all, that what might have been a comparatively safe undertaking for a well manned boat, was a far dif-

ferent undertaking for a middle-aged man and his daughter of two and twenty. Grace Darling was not a large, robust woman, but under 5 ft. 3 in. high and otherwise proportionate. When they reached the place of wreck, the father had to spring upon the rock to prevent the whole of those on it from crowding into his boat, and induce four of them to await its coming again. Left to manage the boat alone Grace Darling had need enough of the shelter which the rock could furnish; and to her father it must have been a more trying moment when he thus quitted her, than even when the boat was first launched, and his wife left in anxiety at the Longstone.

The modest statement of details given by William Darling is at once an answer to detractors, and a testimony to other brave efforts than his own. The North Sunderland boatmen who reached the Harker's rock an hour after the last of the Forfarshire's survivors had been taken to the Longstone well merit remembrance. Their accomplishing that which William Darling

had thought to be outside the limits of possibility tells for itself what they encountered and overcame. Yet even they found it no light task to gain the Longstone, and the nature of a storm which kept these boatmen for a couple of days upon the island is beyond question. When they did return they could not land at North Sunderland, but had to go on to Beadnell, a mile or two further south, so heavy did the swell continue, though overhead there was a clear sky and a bright sun. William Darling went with them to arrange at Bamborough for the relief, from Lord Crew's Trust, of those who had been saved. In his private journal he only says of his own and his daughter's adventure, that nine "held on by the wreck and were rescued by the Darlings;" but he gives these further particulars:—"The N. Sunderland boat got to the wreck about 10 a.m., and after carrying the body of the Rev. Mr. Robb and two children, with some other things, to the higher part of the rock, came away; and with some difficulty got into Sunderland Hole, Long-

stone, and had to stop in the old Barracks two days and nights with scant provisions, no beds, and no change of clothes." The "old Barracks" had been erected, in 1825, as a temporary lodging for the workmen who built the lighthouse in that year. During a gale in 1844 they were nearly washed away by the sea, and the site is now occupied by an oil store. Sunderland Hole is a narrow inlet which slits the south point of the Longstone, and the boat had to be got into it over rocks at the side; the tide, which flows from the north, having turned, and the boatmen being unable to pull against it to the lighthouse. Darling's journal is in duplicate, with occasional though unfrequent variations; and the above passage ends in one of the journals,— "and launched their boat over the rocks into safety, there being no possibility of pulling their boat into the haven at the Longstone." Of the boat's crew William, James and Michael Robson (three brothers), and Thomas Cuthbertson, are still living. The others were Robert Knox, William Swan and William Brooks Darling, son of the

Longstone Lightkeeper, who is thus mentioned in a letter written to Grace by the Duke of Northumberland on the 11th of November, 1840: "I see by the newspapers that your brother, who jumped first into the boat at North Sunderland which went off to the wreck of the *Forfarshire*, is just married: are you likely to follow his example?" In less than two years after the Duke put this question Grace Darling died, still Grace Darling. She had offers of marriage but none that she entertained. She clung to her father and to her name, and used to say that any husband of hers should take it. She was in the right; it had become a name for sons to be proud of, known throughout the kingdom, and beyond. Yet while all know the name of Grace Darling, comparatively few know anything of Grace Darling herself beyond the deed that made her famous, nor of the family to which she belonged.

Among the headstones in the churchyard of Bamborough there is one inscribed,—“To the Memory of Job Horsley, of Bamburgh, who died March 26th, 1826; Aged 94 Y<sup>rs</sup>.”



“Also, Grace, his Wife, who died March 1st, 1814; Aged 72 Years.” This was the grandmother of Grace Darling, who, born in 1815, was christened Grace Horsley.

The father of Grace Darling has left a record of his family, entitled “A list of the names and ages of three generations, viz., George Darling, Robert Darling, and William Darling, by whom this is copied September 8, 1812.” The first-named George Darling, born June 15th, 1707, had a family of seven children, all girls except the second child, Robert, who was born on the 11th of March, 1746. Robert Darling, on the 2nd of September, 1769, married Elizabeth Clark, who was a year and a half older than he, and they, too, had a family of seven children, all born at Belford. William Darling was the youngest, and outlived the four brothers and two sisters born before him, three of them dying young. He was born on the 7th of February, 1786; and on the 1st of July, 1805, he was married at Bamberough by the Rev. Michael Maughan, Perpetual Curate, to Thomasin, eldest of five children

of the Job and Grace Horsley already mentioned. As Thomasin Horsley was born on the 27th of February, 1774, William Darling at the age of nineteen took a wife of thirty-one; and the marriage proved a happy one as well as fruitful. William, the first of their nine children, was born on the 6th of April, 1806, at Bamborough, where also were born Thomasin and Mary Ann, twins; Job Horsley, and Elizabeth Grace, all baptized at Bamborough by the Rev. Andrew Bowlt, Mr. Maughan's successor. The next child was born on the Brownsman, the centre island of the Farne group, on which was then a lighthouse kept by William Darling's father, after whom the new grandson was named Robert. In the next year, on the 24th of November, 1815, the seventh child, Grace Horsley Darling, was born at Bamborough, and there she was baptized by the Rev. A. Bowlt on the 17th of the following December; and lastly came twin sons, George Alexander and William Brooks, born on the Brownsman, and baptised by the Rev. Edmund Goodenough, Vicar of Warkworth.

The first entries in the journal of William Darling were written, as he states, from memory, and evidently from relation by his father, for they commence with a date at which William Darling was but nine years old. Prefixed is a record which has some historical value :—

“ I having heard various accounts of the wreck on the Fern Islands which caused the first lights being erected, and having frequent discourse with Mr. James Blackett, who was principal actor in saving what could be collected of the wreck, my desire is to state facts.

“ The barque Peggy, of Leith, 300 tons, Captain Maltby, on her passage from London with general cargo, merchant goods, a constant trader to and from Leith, was on her passage north, in 1774, taken with a severe gale from S.E.; and unfortunately in coming past Shields two collier brigs, in ballast, supposing Captain Maltby to be better acquainted, followed so direct in his track that the wreck, particularly anchors and cables, were all mixed together, having struck the S.E. part of Harker's rock so direct that the cables on being fished up had to be frequently cut to clear them of each other; the crews, between 40 and 50, was all drowned, one

man only having got on the rock alive, with right arm broken in two places, perished under lee of the highest part of the rock. The tides being neap, masts, yards, sails, cloths, corpses, merchant goods, and with other wreck, was thrown up on a ridge between the Wamses, among which was found 13 corps. They were taken to Balmbro\* church, where Captain Maltby alone was owned by his brother, who erected a stone to his memory near the church porch, Balmbro."

"N.B. The following is copied from a map published in 1776:—On these Islands upwards of thirty ships have been lost between the years 1756 and 1776, particularly in one night in November, 1774. No less than six ships and one hundred souls perished, viz., The Success, Captain Maltby, with 15 men; the Liddle, of Newcastle, with 16 men; the Samuel, Captain Inglis, a Berwick Smack; a vessel loaded with lemons, &c.; and a large Brig, name unknown, and all their people drowned. Also the Peggy, of Leith, Thomas Boswell, with a cargo valued at £18,000, and 50 passengers besides the ship's crew."

\* William Darling always spells the name thus, and not without precedent. In the valuable and extensive library of Bamborough Castle there is "An Act for the Exchange of Lands in Bamborough, Shoeston and Sunderland," Fol. Lond. 1774.

Darling's journal itself begins with an account of service rendered by his father to a vessel which had struck upon one of the rocks:—

“ 1795.

April 3.—Wind S., dense fog. The *Britannia* brig, Gordon, master, from Portsmouth to Leith, with merchant goods, struck N.E. side of Crimstone; crew and five passengers came to Brownsman in their own boats. Soon after, the vessel floated off the rocks with rudder unshipped. My father and crew followed, got on board, and by the assistance of a boat from Holy Island, with two days continued pumping, got her safe to Leith. Cargo much damaged.”

A second wreck in the same year is mentioned, other two in 1800 and 1801. There were two lighthouses, with fixed lights, on the Islands; the inner light, as now, upon the one more particularly named *The Farne*, the outer light on the *Brownsman*. The next wreck recorded in the journal was that of the schooner *Caledonia*, in 1802, from Montrose to Newcastle, which struck upon the north point of a rock known as the *Northernhares*; “ being high water she lay dry

that tide. My father and me took the Captain, David Murray, mate, George Balfour, two seamen and boy, to Brownsman, got breakfast and returned, and with Sunderland fishermen saved sails, anchors and running rigging, with the linen yarn and thread, and a few bags barley. Next day, wind north, strong gale, became total wreck. P.S. Each bale of yarn was  $\frac{3}{4}$  ton weight."

At the time of his marriage, William Darling was boatman to the lighthouses, and lived at Bamborough; but not long afterward he was appointed assistant light-keeper to his father, whom he then joined at the Brownsman. He mentions two casualties in 1806, one of them a sloop which took fire at sea, and his next entries are these:—

"1809.—This Summer the tower for the revolving light was erected on the Fern Island by Joseph Nelson, Engineer to the Trinity House.

"1810. This Summer the Brownsman tower was built for the revolving light by the above architect, J. Nelson.

"Nov. 1st. The first regular journal kept at Brownsman by Robert and William Darling.

“Nov. 2nd. The Smack Humber Packet from Leith to London struck the Humber rock, Longstone, so named from her, and lay all day. At night, drove to sea and sunk, crew and passengers saved.

“Dec. 10th. The revolving light first lighted at Brownsman.

“1811.

Oct. 26th. Severe gales, S.E. and E.S.E. ; 27th, the wind moderate, but the sea came in tremendous, passing over the Brownsman Island in different places, and entering the back kitchen between the towers.”

The mother of William Darling died at the Brownsman Lighthouse on the 14th of August, 1813, at the age of 69 ; the father died at the same age, on the 25th of September, 1815, and was interred with his wife at Belford. Thus it was immediately before the birth of Grace that William Darling succeeded his father as principal at the Brownsman, and there he continued another ten years until the completion of the Longstone Lighthouse, built in place of it. His journal for 1825 has these notices of the new erection :—

“March 19th. Visited by Capt. Fullerton and

others, Trinity Yacht, with Mr. Nelson, Engineer, on a survey for the Longstone Light.

"April. The Longstone barracks was built for workmen to lodge during the erection. There stopped at the Brownsman, Thomas Wade, foreman, Mr. J. Nelson, Architect.

"Sept. 29th. Hugh Percy, D. of Northumberland, visited Longstone new tower building, by the Mermaid Cutter, Capt. Johns, and Mr. Joy, mate.

"Dec. 17th. The principal part of the workmen paid off, Mr. Wilkins, Nicholson and Weldon having arrived to erect the lantern.

P.S.—The stones of the Tower was brought from Bramley Fall Quarry, and shipped at Selby, near Leeds, Yorkshire, mostly in Billyboys, or Sloops.

Wages: Foreman, 5s. 6d.; Masons, 5s.; Boatmen, 4s. 6d.; Labourers, 3s., and Boys 2s. per day. No lost time unless detained on shore.

"1826.

"Feb. Longstone Light first lighted and Brownsman Light extinguished."\*

A letter of the following September from the Secretary to the Trinity House directed the

\*The *London Gazette* of the 4th of February, 1826, contains a notice by the Trinity House, signed J. Herbert, Secretary, that the new Longstone light would be exhibited on the evening of Wednesday the 15th of February, and the Brownsman light be then discontinued. The Weldon, or Wheldon, above mentioned was the father of a well known bookseller in Paternoster Row.



taking down of the Brownsman tower; and the advance of the salary of William Darling from £50 to £70 per annum, with an additional £10 "as an annual Gratuity on the production of a Certificate of good behaviour from the Agent."

Of the many wrecks on the Farne Islands recorded in this journal nearly thirty were upon a rock North East of the Longstone, formerly called Knivestone, or Nivestone; in Ordnance Maps the Navestone; and by William Darling, most appropriately, the Knavestone. Twice an attempt was made to mark it by a beacon:—

"1816.

June. The first Beacon was erected by Mr. Jas. Blackett on the Knavestone. It was an oak tree with eight iron stays.

"Dec. 17th. Strong gale, S.E. The tree, or wood beacon is washed down by the sea, broke away close by the rock. It was placed middle of the crevice, S.E. part of the Knavestone."

The Brig "Hero," of Whitby, was totally wrecked on this rock on the following 21st of February.

"1818. The cast-iron Beacon erected by Mr. Mutton, Engineer, on Knavestone, was begun June 18th and finished July 23rd.

“1819.

“October 24th. The Beacon erected by Mr. Mutton is washed down by the highest N.E. sea ever remembered here ; stood 15 months. This beacon, 3 legs cast-iron, the top being composition copper, weighed 1 Ton.”

The next wreck on the Knavestone was that of the Schooner “Allies,” of Aberdeen, in 1821 ; but the most memorable, in relation to the Darlings, was on the 27th of December, 1834, when William Darling, with his eldest and two of his younger sons, ran even greater risk than he afterward did at the wreck of the Forfarshire :—

“Wind S. by E., fresh gale, 11. p.m. the Sloop “Autumn,” of and to Peterhead, with coals, struck East point of Knavestone, and immediately sunk. Crew of three men, 2 lost, one saved by the Light keeper and three sons, viz., William, Robert and George, after a struggle of three hours ; having lost two oars on the rock, had a very narrow escape.

P.S.—The man saved, James Logan, stood 10 hours, part on the rock and part on the mast head, the mate lying dead beside him on the rock the last three hours, having perished from cold.”

The escape both of Logan and his rescuers was a narrow one. When the boat neared the rock,

Robert Darling, an able and daring swimmer, swam to the rock with a rope fastened round him which he transferred to Logan, who was thereby hauled into the boat. Robert Darling thus exchanged places with the shipwrecked man; and there were several fruitless efforts before the rope could be thrown to him, and he, too, drawn into the boat. Then, the oars being lost, there was no way left but to hoist a small sail. It was doubtful they could return to the Longstone, and the one alternative was to make for Holy Island; but at this critical moment the wind changed in their favour, and they got safely home.

Immediately before the account of the Forfarshire in William Darling's journal is the entry :—

“1837. In this, nothing particular occurred to me to make a memorandum of;” and then we have his record of that eventful wreck, with the heading “Melancholy,” which seems to have been subsequently interlined. The first particulars given are such as he learned from others concerning the vessel and its voyage; then follows the short passage already quoted relating to “the Darlings,”

and he concludes :—" About the same time " (that is, with the North Sunderland boat,) " the Fishing Smack's boat got to the rock, and after carrying a quantity of things to the water's edge, 2 boxes of soap included, owing to the surf could not take them on board ; and after being nearly capsized returned to the vessel with two light hair mattresses. This I had from T. Smith, he being on board.

" Wednesday, 12th.—The wreck was taken possession of by Mr. Sinclair, agent to Lloyd's, and after taking all the loose materials to N. Sunderland the wreck was sold to Mr. Adamson, Dundee, for £70."

The next day, 13th September 1838, Mr. Darling himself was formally authorized to act for Lloyd's in future, by Mr. Sinclair.

The incident of the Fishing Smack's boat, the crew of which could not carry off the things they had ready for taking on board, is evidence as to the kind of sea through which Grace Darling and her father rowed ; and we have further evidence from her mother. She was to be pitied indeed. Of her numerous family, only Grace remained at the Longstone. Her second son, Job Horsley Darling, had died in 1830 ; Wm. Brooks made the

lighthouse his home when the herring-fishing or other employment did not take him from it, but he was then away, and the other sons were living elsewhere. Of the daughters, Thomasin was a dressmaker at Bamborough, in the house where her father had lived before removing to the Islands; Mary Ann had married George Dixon Carr; Elizabeth Grace had married John Maule, and lived at North Sunderland. Entreaties against it proving fruitless, Mrs. Darling herself helped her one remaining child and her husband to launch their boat, and then ascended the lighthouse to watch their progress. They had a mile to row, for their course was not a direct one.

Looking out, and unable to see them, Mrs. Darling swooned, for she had afterward a recollection of returning consciousness; when, taking the telescope, to her relief she discovered the boat with the two in it upon a high wave. But think of her condition during the time which must have elapsed before the boat's first return, sole tenant of the Longstone, and her anxiety undiverted by any enforced occupation. "I would

rather," said her daughter Thomasin in speaking of it, "have been in my sister's place than in hers."

Grace Darling herself said, in a letter to a Clergyman who had written to her on subjects of religion,—“Alluding to the unfortunate event of which it pleased God to make me an instrument, and to crown with success, to Him be all the praise for ever and ever, Amen! for at the time I believe I had very little thought of anything but to exert myself to the utmost, my spirit was worked up by the sight of such a dreadful affair that I can imagine I still see the sea flying over the vessel.” Calmly reviewing the event now, after the lapse of years, and setting aside all exaggeration, and all the romance that has been woven around it, there was true heroism in the deed of the Longstone Light-keeper and his daughter, and the admiration that it aroused was well deserved. And not less admirable was their reception of the honours and of the notice which it drew upon them. The sterling character of William Darling, and of his daughter, and the result of the education which

she had had from him, were then signally displayed.

At a Special General Court held on the 31st of October, 1838, Vice-President Sir Stephen Gaselee in the chair, Resolutions were unanimously passed by the Royal Humane Society,—

“That the distinguished Courage and Humanity displayed by

WILLIAM DARLING

on the 7th of September, 1838, in not only going in a small Boat, during a heavy Gale of wind and a tremendous Sea, to the relief of the Sufferers who were wrecked in the “Forfarshire” Steam-vessel, on the Harker Rock, Coast of Northumberland, but in permitting his Daughter Grace Horsley Darling to accompany him, and thereby expose her life to the impending danger which he incurred has called forth the warmest approbation of this Special General Court, and most justly entitles that brave man to the Honorary Gold Medallion of this Institution which is hereby unanimously awarded him.”

“That the singular intrepidity, presence of mind, and Humanity which nobly urged

GRACE HORSLEY DARLING

to expose her life in a small Boat to the impending danger of a heavy Gale of wind and a tremendous Sea, in her intense desire to save nine of the suf-

ferers who were wrecked in the "Forfarshire" Steam-vessel on the Harker Rock, Coast of Northumberland on the 7th of September 1838, and the extraordinary fortitude which she heroically displayed throughout the whole of that hazardous undertaking has called forth the most lively approbation of this Special General Court, and eminently entitles that brave Girl to the highest Honorary distinction this Society can bestow—namely, The Gold Medallion which is hereby unanimously awarded her."

The medals, together with the two Resolutions engrossed on vellum and framed, were transmitted through Hugh, 3rd. Duke of Northumberland, President of the Society.\* Also two medals from the Shipwreck Society of Newcastle; and the Duke adding presents of his own sent the whole in a box, with an inventory in his own handwriting. For William Darling there were coat, jacket and trousers, and cloth for more, all waterproof. For Mrs. Darling, a silver teapot "to be constantly used by her and afterwards to belong to Grace H. Darling." There were also four pounds of tea;

\* It was Mr. J. Scafe of Bamborough who first made the affair known to the Duke, as the Society's President.



and a waterproof Camlet cloak with hood, an excellent envelope for any woman who might have to enter a boat in adverse weather. For Grace Horsley Darling there was a cloak like her mother's ; a silver-gilt watch, having her name and the year engraved within the case ; a gold seal cut with her initials "G. H. D." in Old English, and a couple of watch-keys ; a Prayer Book with the Daily Lessons from the Old and New Testament, and "a Volume with the best Notes to accompany the Bible." "N.B.," carefully added His Grace, "The two medals, the watch, seal and keys are in the inside of Mrs. Darling's teapot."

Other medals were sent by The Royal National Institution for the Preservation of Life from Shipwreck, The Edinburgh and Leith Humane Society, and Glasgow Humane Society. The President of the last named wrote to Grace in an accompanying letter,—“We generally confine our rewards for saving life from drowning to cases happening in our neighbourhood ; but in extraordinary instances like the present, sympathising as we do with the gratitude and admiration of the Public,


we gladly take the opportunity of testifying in this way our sense of such an high degree of humane and meritorious conduct."

Lord F. Fitzclarence wrote, while on a visit at Bamborough Castle,—“Lord and Lady Frederick Fitzclarence request Miss Grace Darling’s acceptance of the small cup which accompanies this, in testimony of their admiration of her and her Father’s heroic conduct in rescuing nine individuals from the wreck of the Forfarshire Steamer on Friday, 7th September, 1838.” The cup was of silver. The journeymen of Messrs. Hubback & Son, Hatters, of Berwick-upon-Tweed, presented a Beaver Bonnet, in the fashion of the time ;\* and other presents poured in, of many kinds and from many parts, some subscribed for and some from individuals.

The Trinity House promptly awarded to William Darling, in approval of his conduct, a Free Bounty of Ten Pounds. On the 24th of November the following letter from the Treasury was addressed to Grace :—



\* The one shewn in the Frontispiece.



“MADAM,

The Lords Commissioners of Her Majesty's Treasury have commanded me to acquaint you that the attention of Her Majesty having been called to the circumstances attending the Wreck of the Forfarshire Steamer in September last, on the Hawker's Rock near Longstone Lighthouse, and to the intrepidity displayed by you, by which under Divine Providence the lives of nine persons were saved in circumstances of great peril and difficulty, Her Majesty has signified Her Pleasure that as a Mark of Her Gracious approbation of your conduct on the occasion the sum of Fifty Pounds should be paid to you, and their Lordships have given directions to the Paymaster of Civil Services to make the payment to you accordingly.

I am,

Madam,

Your obedient Servant,

A. G. SPEORMAN.”\*

“P.S. You are at liberty to draw a Bill according to the enclosed Form, upon the proper Stamp, for the amount.”

On the 28th of November it was unanimously

\* It was the year of the Coronation. The then Duchess of Northumberland had been Governess to the Queen when Princess Victoria.

resolved at Lloyds, at a General Meeting of the Subscribers, George Richard Robinson, Esq., in the chair,—

“That the Sum of Twenty Pounds be voted to Grace Darling to mark the sense entertained of her heroic conduct in the assistance she rendered in saving part of the Crew and Passengers of the *Forfarshire* Steamer, wrecked on the Fern Islands on the 8th of September last.”

A gift of Thirty Pounds was accompanied by,—“Sir Francis and Miss Angela Burdet Coutts beg Miss Grace Darling’s acceptance of the enclosed as a testimony of their sense of her and her Father’s intrepidity and humanity—most cordially wishing them a happy new year, and many to come.

St. James’s Place,

Jan. 5th, 1839.”

These donations were aided by various funds raised for Grace Darling, and to a less extent for her Father. A sum of more than Eighty Pounds was collected by Ladies of Edinburgh before the end of January, 1839, as communicated to Grace on their behalf by Miss Catherine Sinclair. In her letter it is very kindly and considerately suggested that as other money elsewhere collected had already been forwarded, the

result of the Edinburgh subscription might be deposited at interest, to accumulate during the ensuing five years to the sum of about One Hundred Pounds, but subject to withdrawal earlier should occasion require it. The Edinburgh Ladies wished, however, before doing this to consult the wishes of Grace Darling herself. A more comprehensive arrangement ultimately superseded this proposal, and the money was remitted by Miss Catherine Sinclair, to whom Grace Darling wrote the following acknowledgment:—

“DEAR MADAM,

I received on the 28th instant the enclosed Draught of £84 10s. 7d. which had been detained at North Sunderland with bad weather, for which I beg to return my most sincere thanks, and was sorry I could not answer yours with the same boat, as the weather is very bad. Perhaps it will be interesting to my kind friends in Edinburgh to know that the sums collected for me alone will amount to about Seven Hundred Pounds. Please to accept of a small lock of my hair, as a small memorial of your ever

Obliged Humble Servant,

G. H. DARLING.”

“Longstone Light,

“January 29th, 1840.”

Stock in the New  $3\frac{1}{2}$  per Cents. to the amount of nearly £750 was purchased, and invested in the names of the Duke of Northumberland and others as Grace Darling's Trustees; and of nearly £270 for William Darling. The Trust Deed was gratuitously settled by W. C. Walters, Esq., of Newcastle, Barrister-at-Law; and Grace Darling acted in conformity with the recommendation of the Edinburgh Ladies by requesting that £5 only should be reserved for her use half-yearly from her dividends, and the balance be added to the investment. Thereupon her solicitors, and the Duke, were careful to explain to her that the accumulations being once invested in the names of her Trustees she lost control over them. The Duke wrote:—"Your Guardian highly approves of your adding to your Capital Fund whatever portion of the interest you can spare; and he is much gratified to learn you continue the same happy, contented, good daughter that you were before your prosperity."

To acknowledge her many presents, and to answer the communications sent with them, must

have been an onerous task in the midst of her daily avocations for Grace Darling. Copies, or draughts, of some of her replies remain ; and while, as with her father and instructor, her orthography is occasionally at fault, like him she wrote to the point, and above all, in the circumstances of her novel position, unaffectedly. She might have said with Byron,—“ I awoke one morning and found myself famous,” and the head of Grace Darling was not turned. But among the letters written by her there is one which tells better than anything that can be said about her by another person, what Grace Darling was and how she had been educated, beside giving a pleasant glimpse of life in a lighthouse. It was written in answer to a lady who, having lost a friend by the wreck of the Forfarshire, sent to the Longstone a present of books, and therewith a series of inquiries. “ We fancy you so used to the waves,” wrote this correspondent, “ that you have pleasure in riding out in a rough sea. Does time never pass heavily when confined for

weeks together to the same spot?" and so forth.  
Grace Darling replied,—

“ Longstone Light House,  
Jan. 25th, 1839.

DEAR MADAM,

I received yours on Monday 21st, dated 27th ult., with the books, for which we beg to return our most sincere thanks. I felt very much for you when you mentioned the loss of your late friend, but we must put our trust in God, as he is all sufficient and knows best. You mentioned coming to see the rock on which the *Forfarshire* was lost, which has been done by many of the friends of the sufferers. You requested me to let you know whether I felt pleasure to be out in a rough sea, which I can assure you there is none, I think, to any person in their sober senses. I have seven apartments in the house to keep in a state fit to be inspected every day by Gentlemen, so that my hands are kept very busy that I never think the time long, but often too short. I have often had occasion to be in the boat with my father for want of better help, but never at the saving of any lives before, and I pray God may never be again. Since the loss of the *Forfarshire*, the Trinity Masters have appointed my brother, William Brooks, to assist my father, but as



our boat requires three persons to work her in bad weather I may be again needed. I have been brought up on the Islands, learned to read and write by my parents; and knit, spin, and soe, or sew;\* indeed I have no time to spare, but when I have been on the Main I am quite surprised to see people generally after what they call getting their day's work done, they sit down, some to play at cards, which I do not understand, perhaps as well, for my father says they are some of the Devil's books; others to read romances, novels and plays, which are books my father will not allow a place in our house, for he says they are throwing away time. Our books are principally Divinity; the authors, Bishop Wilson, Willison, Boston, Milton, Hervey, Bunyan, Ambrose, Newton, Marshall, Cowper, Flavel, Baxter and others, with a good many of the Religious Tract Society's Publications; and Geography, History, Voyages and Travels, with Maps, so that Father can show us any part of the World, and give us a description of the people, manners and customs, so it is our own blame if we be ignorant of either what is done, or what ought to be done. You will

\* She informed another correspondent that her parents had taught her "the Established Church Catechism, and likewise the General Assembly's Short Catechism, and explained them to the best of their power."

perhaps be aware that our duty as Light-keepers requires one person to be in attendance at this season almost every hour out of the 24, Sunday to Saturday. My confidence in so kind a letter and present will plead excuse for my freedom, and believe me, dear Madam,

Your most obedt. Servant,

G. H. DARLING."

A few months afterward she wrote the following short note to a lady who had presented her with a work-box:—

"Dear Lady,

I received your kind present of a handsome workbox from Mr. P. Smeddle\* that afternoon you left Balmbro' Castle, and beg to return my most grateful acknowledgments for the same; the usefulness of such an article can only be judged by people like myself who have had three or four places to search when a little job was to do. I feel quite delighted when anything is to do now and an addition would be added if Mrs. or Miss — would please to accept of a lock of my hair as a memorandum of

Your ever obliged, humble servant,

G. H. DARLING.'

\* Agent to the Crew Trust.

We may readily believe that one in whom there was combined so much simplicity and so much good sense shrank from, not courted, the publicity to which she had become subject; and, with the insight into her own character and her father's which these letters afford, it scarcely needs to be said that overtures from the Scotch as well as English Metropolis for her exhibition in public had no success, although urged with plausibility and the semblance of friendship. The manager of Batty's Circus assured her, ten weeks after the wreck, that a sufficient time had elapsed since the loss of the Forfarshire to allow of her appearance with propriety; and not less sanguine than seductive he caused insertions in the Edinburgh newspapers which led to a belief that Grace Darling was really going to be displayed in the arena. Letters of remonstrance addressed to her father and to herself were the quick result; one from the Edinburgh Ladies who had undertaken the subscription for her benefit. In their name Miss Sinclair wrote,—“the greatest injury has been already done to the well earned

reputation of Grace Darling by so injudicious a suggestion, therefore it is the earnest hope of those who are now interesting themselves in collecting a permanent fund for the comfort of her future life, that she will refrain from an exhibition which has already made a considerable change in the sentiments of those who were desirous to befriend her."

All but simultaneously with this, a London competitor with Batty's manager wrote to Wm. Darling,—“I am of opinion that if she were brought out in proper style in London as an exhibition, that much would be done for her good;” and he not only offered to undertake the business, but proposed that Wm. Darling should go with his daughter to see that she was “properly treated, and all engagements fully acted up to.” The proprietor of the Adelphi wrote direct to Grace, offering a clear Fifty Pounds, beside all expenses, for a Five week's engagement, with the prospect of another Five weeks, perhaps more, when the first had ended. All that he required from her was “to appear every evening

for about a quarter of an hour" in a Drama "founded upon the preservation of Life in a case of Wreck."

The Duke of Northumberland interposed to save Grace Darling from embarrassment. He would be her Guardian, so styling himself on the presentation leaf of books which he gave to her, and telling her in cases of troublesome application, matrimonial or otherwise, to refer the applicants to him. And she made use of her Guardian when the promoters of a charity for seamen thought to swell their fund by showing Grace Darling at a bazaar:—

"MY LORD DUKE,

As I wish to let my Guardian know that some time since I was obliged to make use of your Grace's name in respect of me not visiting Hull, I was afraid they might trouble your Grace about it.

I have had six letters from them, requesting my attendance at the bazaar which was to be held March 18th, for the benefit of seamen and their orphan children, which I declined going, as it could not be done without a great deal of inconvenience both to myself and my father,

and mother ; but having received a second letter from —, and the same from —, Secretary to the Bazaar, I wrote letters to each of them saying that I referred all such letters to the Duke of Northumberland, my principal Trustee. They not only wrote to me, but to two of their friends in the north to try and persuade me to go ; but since the bazaar has been held some of them sent me newspapers, which was very satisfactory to us to see that they were not offended by me refusing to go . . .

We join in humble duty to Duke, Duchess and young Ladies.

I have the honour to be,

My Lord Duke's humble Servant,

G. H. DARLING."

The Duke might save his adopted Ward from exhibition, and from adventurers in matrimony, but he could not preserve her from adventurers in literature. Many were the compositions in prose and verse, with Grace Darling for their subject, sent to the Longstone by their respective authors ; among them, "Grace Darling, the Maid of the Isles," a remarkable coupling of the Heroine, and the wreck of the Forfarshire, with romance in which they had no concern. It

was not to Grace Darling's taste, and bearing in mind also her father's denunciation of this kind of reading as "throwing away time," the following acknowledgement of a copy is a proof of her wish to be courteous in return for all attentions :—

"Kind Sir,

I received the 10 numbers of 'The Maid of the Isles' which you sent, and beg to return my sincere acknowledgements for the same; and being sensible of your good intentions I wish you every success in the work.

P.S. Although I have no wish for anything of the kind permit me to say that a little book wrote after the manner of the Kent Indiaman, or the Rothesay Castle, would have been preferred by your

Much obliged, humble servant,

G. H. DARLING."\*

A puzzled reader of the book wrote from the County of Norfolk to the beset heroine,—“to inquire of you whether the various characters and all their combined and most extraordinary circumstances mentioned in this book is mere

\* She here adopts the suggestion of a friend who had written to her upon the subject.

novelty, or are those historical, memorial facts relating to St. Clare, Fitzroy, Charles and Miss Dudley, Clanraland, Werner, Constance, Clementina and Camilla.

The little, though not uninteresting history of yourself I am well convinced is a true, although a brave narrative, but the other part of the book seems very mysterious.

Probably you will not deem it too much trouble to return me a few lines, of the truth or falsehood of these statements, so as I may know how to prize my purchase.

It is also said there, that your birth was on November the 24th, 1816. Will you be kind enough at the same time to favour me with the hour, or precise time of birth, which no doubt your dear Mother can inform you of."

The last sentence indicates that the curious inquirer dabbled in Astrology.

A short note already quoted from is an example of the kindly manner in which the Duke of Northumberland addressed his Ward :—

" Alnwick Castle,  
11th Nov. 1840.

" GRACE DARLING,

As I am sending a letter to your father, I must enquire how my Ward is going on, and whether she



is in good health. I see by the newspapers that your brother who jumped first into the boat at North Sunderland, which went off to the wreck of the Forfarshire, is just married, are you going to follow his example?

I hope that the watch continues to go well, if it should want cleaning you may let me have it when I go to Town, and I will take care that it shall be safely returned to you. Have you had many visitors last Summer in the steam-vessels at Longstone Light? and have you ever heard from any of the persons who were saved from the Forfarshire? With the best wishes of your Guardian,

To Grace Horsley Darling.

NORTH<sup>D</sup>."

The following reply to the Duke's letter is from a draught in Grace Darling's hand:—

"MY LORD DUKE,

I received yours which you honoured me with, although dated 11th, it did not arrive here until the 24th, and beg to return you thanks for your kind proposal of the cleaning of my watch, but she still continues to go well. We have had our Trinity Gentlemen twice down here this season, in June and Sept<sup>r</sup> the first time they brought a barometer and two thermometers which is to attend to 4 times in 24 hours, for which I find my watch particularly useful. We had no pleasure parties with steam-

vessels, but has had a good many visitors in small parties. The last were Mr. and Mrs.——of——Castle, which I think to be very good people. After arriving home they forwarded to me a letter, and a parcel containing a book of Sermons to my Father, and one to my Mother, Brother, and widowed Sister, and myself; and the North Sunderland boatmen was not forgot, as they each received one. We have not heard from any of the persons which we saved from the wreck of the Forfarshire.\* I beg you will let my kind friend the Duchess know I received lately a beautiful gold broach, inscribed outside, 'From Mr. J. Dennet, Isle of Wight, to Miss Grace H. Darling;' inside, 'As a tribute to her unexampled Courage and Humanity in rescuing nine persons from the Wreck of the Forfarshire Steamer, Sep<sup>r</sup> 7th, 1838.' . . . I have not got married yet," and here she had first added, "for they say the man is master, and there is much talk about bad masters;" but erasing this she substituted,—“for I have heard people say there is luck in leisure.

I have the honour to be, my Lord Duke,

Your most obedient Servant,

G. H. DARLING.”


\*They were all people in humble life, not likely to have further communication with Longstone Lighthouse.

Her father wrote, answering the Duke's letter to him :—

“ I will endeavour to answer your kind enquiries in my humble way. We are all well, and Grace is every way the same girl, and happy in her situation ; but I should very much like for her to see a little more of the World, but cannot see how it can be done, unless she was to get married, and that she cannot think of, for every time she goes on shore she gets a catalogue of this one and the other that has made such a bad job of it. But she is going to write herself.”

Shortly before the date of these letters Grace Darling had written in answer to a suggestion from one correspondent,—“ You mentioned me keeping account of matters connected with the Forfarshire, which I have no doubt would be interesting a few years hence ; but I never thought of doing it, and I do not think I could find time for such a thing at present.” Her labour in helping to keep the rooms of the lighthouse fit for inspection at any time must have increased with the influx of visitors consequent upon the fame that she had acquired ; and beside the cor-

responddence in which it also involved her, she had to meet a formidable demand for her autograph. Against another demand, for locks of hair, she made a stand, or Grace Darling would soon have been left with a closely cropped head; but she wrote her name over and over again, to an extent which must often have been wearying. To one friend she wrote,—“According to your request you will receive a few signatures but you must not promise them to too many, for ‘I am both deed swere and unco ill o’. Perhaps you would scarcely believe it, I have signed about 110 cards for Mr. Smeddle alone, and I don’t know how many to others.” Lastly, but not by any means least among the consequences of fame, was a visitation by artists. The 17th of October 1838, not six weeks after the wreck, is the date of a draught, or copy, of the following letter to some Editor, written by William Darling upon the back of an application for “a few sittings” from one who wished to gratify the public with a portrait of Grace:—



“DEAR SIR,

Please to acquaint the Public in your paper that within the last twelve days I and my Daughter have sat to no less than seven portrait painters, amongst which is Mr. Andrews from Edinburgh, Mr. Laidler from Shields, Mr. Watson from Newcastle, Mr. E. Hastings from Durham, a first-rate portrait painter, with three other gentlemen who did not leave their names. In this place it is attended with a great deal of inconvenience; it would require me to have nothing else to do; therefore hopes the Public will be satisfied, as they can have correct likenesses from any of the above named.

Your most humble Servant,

WM. DARLING.

I have had three letters to-day making application for sittings.”

Beside those mentioned in the above letter was the noted marine painter of Newcastle, J. W. Carmichael; to whom William Darling wrote this characteristic acknowledgement of a subsequent present of books, sent with the expressed hope that they might beguile a solitary hour during the night-watch of the Light:—

“DEAR SIR,

I received yours this day with a valuable lot

of books, which I have no doubt will bid defiance to many a solitary hour; for which I beg to return you my most sincere thanks. I have not had time to overhaul them yet, but I see you have not forgot that Histories, Voyages and Travels is favourites of mine., I feel myself so much your debtor that I am at a loss how to make an acknowledgement, but must remain for the present,

Your very much obliged, humble Servant,

All well.

WM. DARLING."

Longstone, Dec. 27, 1838.

In the following year Thomas Musgrave Joy, of London, visited the Longstone, with a commission for the portraits of William Darling and his daughter from Lord Panmure; for whom Mr. Joy undertook also a large painting of the rescue from Harker's Rock. After commencing this, Mr. Joy wrote to William Darling for particulars, and the letter testifies to his care for accuracy. His last inquiry is,—“Did the Steamer lay with her head to the wind, or did she lay as Mr. Parker has put her, head towards the Lighthouse?” In the *Dundee Courier* of the 18th of January, 1842, is an account of the public presentation of this

picture to the Masters and Office Bearers of the Seamen's Fraternity, to whom Lord Panmure gave it; G. Duncan, Esq., M.P. for Dundee, representing his Lordship on the occasion.

After the quotation from the last mentioned letter from William Darling to the Duke of Northumberland, the letter continued, "There has been no loss of shipping in the Fern Islands since the Forfarshire until last month, and no loss of life. The following is copied from my journal, and I think the best I can give." The extract is not given upon the draught of this letter, but the first mention in the journal of a vessel striking upon any of the Islands after the wreck of the Forfarshire is:—

"1840.

Oct. 13th. At 6-45 p.m. observed a vessel on the Knavestone, mod. W.N.W. I and son, William Brooks Darling, went immediately to the vessel. Proved the Jean of Aberdeen Smack, from Aver-gordon, Cromarty, to Hull, with timber. Found the crew, 6 in all, viz., Capt. Sims and Mate, 2 men and 2 boys, engaged getting their clothes, &c., into their boat. We took some bedding and other things into our boat, and part of the crew.

The others followed in their boats to the Longstone. By my advice the Captain, 1 man, and William Brooks Darling proceeded to N. Sunderland for further assistance, which soon arrived; but little could be done until daylight. The vessel continued all the 14th on the rock, and they succeeded in saving anchors, cables, sails and running rigging. 15th, at 4-20 p.m., the vessel beat off the rock, and was soon after taken in tow by a fishing Smack, and towed to Yarmouth, although the weather was favourable for taking her to Shields.

P.S.—The vessel struck at 6-30 p.m., fifteen minutes before seen by us, and two hours ebb.”

The marriage of Assistant-Lightkeeper William Brooks Darling raised a domestic difficulty. There had been accommodation at the Lighthouse for him alone, but there was not sufficient for two families. Hereupon his father wrote to the Trinity Board, laid the state of the case before them, and added,—“After fifteen years experience permit me to say that in my opinion a good house might be built where the boat wall is at present.” There is no date upon the copy of this letter, but the following is in the journal,—



“1841.

May 28th. Messrs. Walker and Burgess to plan W. B. Darling's house.”

“1842.

May 4th. Andrew Gordon came to begin W. B. D.'s house.”

His wife and daughter with him in the lighthouse tower, and a neighbouring cottage building for his newly married son, a pleasant prospect at this moment lay before the Light-keeper of the Longstone. Before the end of the year there was a sad change.

Down to the Spring of 1842 Grace Darling appeared to retain her usual health. She then, in company with her sister Thomasin, visited Coquet Island, where her eldest brother, William Darling, was Assistant-keeper at the recently-built lighthouse. He had formerly been a joiner at Alnwick, and frequently worked upon the Duke of Northumberland's property, but he inclined to his father's occupation. There had been many wrecks at Coquet Island; and the Duke offering a site for a lighthouse the offer was accepted,

a tower being raised upon the basement of an ancient monastic tower, of which a vaulted room served, as it still does, for an oil store. Through the Duke's influence William Darling, Jun., was made Assistant-keeper, and the Coquet Light was first shown in 1841. The two sisters enjoyed their visit, and sometimes crossing to the mainland strolled along the wooded banks within which the Coquet river flows by Warkworth to the sea. But soon after her return to the Longstone, Grace manifested symptoms of delicacy, which proved to be the commencement of a rapid decline. Again accompanied by her sister, she went inland to Wooler, near the foot of the Cheviot, in the hope of benefit from a change of air; and thence she wrote the following, the last of her letters :—

“ My dear Father and Mother,

We received your welcome letter, and happy to hear that you was all well. We was very much pleased to hear that you had been at the Coquet, as we know that you would be quite delighted with the scene. It was a pity you

had not the pleasure of seeing the Hermitage after all the trouble you had had. I think it was a pity that little William had gone with you, as he would be very troublesome for you all. Warkworth would just be in a complete confusion. We was sorry to think you had such unfavourable tide and wind, as it would be such a long way to pull. We lost the grand sight of the Queen passing ; we would have liked very much to have seen it.\* I had a letter from Uncle Marsden. He said the Fern Islands was highly decorated off, and had a fine appearance ; but it is fully expected that Her Majesty will pay a visit to Chillingham Castle and Alnwick Castle. The Duke and Duchess was expected at Alnwick on Saturday. We had a very fine day on Tuesday week. Mr. and Mrs. Shield and family, one Mr. Thompson and his sister, Thomasin and myself, set off for the Hills about half-past 10 o'clock. I rode the distance of five miles on the pony, the rest of

\* Darling entered in his journal, 31st August, 1842,—“ Her Majesty, Queen Victoria, passed north in the Fairway, accompanied by the Trinity yacht.”

“ Sept. 15th. Do. do. passed South.

The “ Fairway ” is the passage between the Islands and the Mainland. Twenty years before, William Darling had recorded another Royal progress :—

“ 1822.

Aug. 13. King George the IV. at daylight passed to Leith in the Royal yacht, attended by two steamers.”

the party had a cart. We went as far as the Common Burn and went into one of the hind's houses, and had a drink of milk. Mr. Thompson, and Mrs. Shield's two oldest daughters, and Thomasin, set off for Cheviot, and they had the pony with them so as they could ride by turns, which was a good rest for them. The rest of the party returned home about 3 o'clock. We was nothing the worse of our excursion. The Cheviot party got half-way up, if they had more time they would have got to the top; but they had the pleasure of seeing the Fern Islands and Balmbrough Castle. They were quite delighted with the day's excursion; they got home about half-past 9 o'clock. They were very fatigued the next morning, but not so much as I would have thought; but I must leave off, as Thomasin would like to have a chat with you.

I am, your loving Daughter,

GRACE H. DARLING."

In the few lines appended by her sister she says that Grace had told all the news excepting that which would most be cared for, the news concerning herself. "She still continues stronger, and says herself that she feels better;" but to this encouraging account there is the ominous conclusion, "The cough is still the same."

From Wooler the sisters went to Alnwick, at the instance of the Duke of Northumberland, who desired his Ward to have the services of his own medical attendant. At her lodgings she was visited by the Duchess, who to converse the more easily for the invalid knelt beside her as she lay. We may rest assured that the life of Grace Darling was not shortened for lack of anything procurable to relieve her; but hers was a disease which no skill, nor care, nor kindness could arrest. When the season advanced, to use the words of her sister "she went like snow." Summoned by her sister, her father and mother came to Alnwick at a time when under ordinary circumstances William Darling would have thought it impossible to leave the lighthouse; and Grace was removed to Bamborough, to her sister's residence, to die.

Her father wrote from Bamborough to the Duke of Northumberland,—

"My Lord Duke,

I have the satisfaction to acquaint your Grace that it pleased God to bless the means used to convey my dear daughter here so far, that we

think her a little better this morning, which the most sanguine could hardly expect; and as I am going away to the Islands I have no doubt my daughter Thomasin will fulfil her duty so far as to acquaint Mr. Barnfather with particulars as often as she possibly can. I therefore, with heartfelt gratitude which I cannot attempt to express for the unbounded liberality and kind condescension of my Lord and your Dear Lady, remain with sincere desire to be

Your most obedient Servant,

WM. DARLING."

This betokens some faint glimmer of hope, but Grace Darling lived a week only after her return from Alnwick.

In her father's record of his family there is written in his own hand:—"Grace Horsley Darling died at Balmbro Octr. 20th, at 8-15 p.m., and interred at Balmbro 24th, do. 1842."

Her death, as may well be imagined, was a stroke keenly felt by William Darling. Among his manuscripts there is one endorsed "Sketch of the letter miscarried," in which he acknowledges the receipt of a letter from the Duke of Northumberland, with a present of tea and sugar,

and further writes,—“ My Lord, I have to beg you will apologise to the Duchess for me not answering or thanking Her Grace for so kind and good a letter which I rec<sup>d</sup> from her; but she may rest assured it was and is duly valued, that there was no want of gratitude, but want of fortitude, and to employ another person was not doing my duty, nor could be satisfactory to Her Grace. A copy will be found with each branch of my family when I am no more; not so much from the kind condescension, which can only be truly felt by us, but good Christian advice which is contained in it, and may be useful at all times.”\*

To an editor who had asked for information he wrote on the 24th of January, 1843,—“ I acknowledge the receipt of yours of the 18th., and although every reference to my late loss seems to add thereto, yet feeling sensible of your good intentions will endeavour to satisfy your enquiries.” Then after a few particulars

\* It appears most probable that the Duchess's letter was preserved; but neither it, nor a copy, was found among the papers to which the writer of this account had access.

concerning himself, and his experience on the Islands, he concluded,—“My dear daughter never assisted any shipwreck in the boat previous to the Forfarshire; her remains now rest within 100 yards of where she was born, Nov<sup>r</sup>. 24, 1815, at Balmbro.\* I hope you will excuse any

\* The house in which Grace Darling was born, or rather another upon the site of it, is the last one upon the left hand side of the road going from Bamborough to Belford, over-looking the church-yard. It is in a line, or nearly so, with her grave. The original house was the home of her grandfather, Job Horsley, gardener to the Crew Trustees, or as said at Bamborough, to “The Castle.” There is a curious history associated with it. It stood at the corner of the Manor House garden, still enclosed by an old brick wall, with a doorway bearing the date 1693. The Manor was the property and the residence of the Forsters, and confiscated for the part taken by Thomas Forster, the Jacobite General, in the rising of 1715. Purchased from the Crown by his uncle by marriage, the third Lord Crew, Bishop of Durham, it became part of the Trust Estate devised by him for charitable purposes, and subsequently organised by Archdeacon John Sharp, Perpetual Curate of Bamborough, who succeeded his father, Archdeacon Thomas Sharp, as one of the Trustees. The Sharps conceived great interest in the son of a predecessor of Job Horsley’s in the post of gardener, named Bowlt, and sent the youth to College. Taking orders, he eventually obtained the Curacy of Bamborough, being the same Rev. Andrew Bowlt who baptised Grace Darling. He married Catherine Sharp, the last of that family, and took her name; whence arose a joke that he “went *Bowlt* into the Church and came *Sharp* out of it.” A monument in Bamborough Church erected by her to the memory of her ancestors, and of her husband, is said to be the last work of the Sculptor Chantrey; and at her cost also was raised the monument to Grace Darling, which now stands in the Church-yard at some distance from the place of Grace Darling’s interment. A letter from Mrs. Sharp, dated Clare Hall, near Barnet, 20th December 1838, is among William Darling’s papers. It relates to the wreck of the Forfarshire.



further details, as believe a faithful account of her illness was in the *Berwick Advertiser*, Sept. last." It was not the only letter of the kind at this time addressed to Grace Darling's father. To one from a lady near the opposite end of the kingdom, and, as she said, "totally unknown" to him, but who designed a book, he returned an answer in which courtesy is as manifest as simplicity, though a significant brevity indicates the effort that it cost him.\*

William Darling continued other eighteen years at the Longstone, Thomasin taking the place of her late sister. On her devolved the task of attending upon the many who still came to the lighthouse, and wished to see any relics which could be shown of the heroine of the wreck of the Forfarshire. Before her death, Grace had given to her eldest brother the Royal Humane Society's gold medal; it is still possessed by his widow, at North Sunderland. Many other things remained in which visitors took interest; but if it chanced that her father were by when they were produced, he quitted the room. In less

than twelve months after Grace Darling's death, the eldest of her married sisters, Mary Ann Carr, then a widow, died at the age of thirty five; and a week later William Darling nearly lost his son and assistant Brooks, by the capsizing of a new boat with which the lighthouse had been provided:—

“1843.

Aug. 20th. About 10 a.m., W. B. Darling, alone in the new boat, got capsized in a squall, distant 3 miles south from Longstone, but got on her bottom, and was providentially rescued by Captain Jas. Aird and his men of the sloop Shamrock, of Berwick-on-Tweed. T. Smith and Assistant Light-keeper \* seeing the accident, although about 3 miles to run, was there in 15 minutes after he was taken upon board the Shamrock.”

The critical mishap was seen from the Longstone, and it must for a time have caused distressing anxiety; the more so that any attempt to give further aid, if possible, was useless. A more detailed account is given in a letter that Wm. Darling addressed to the Trinity House:—

\* Principal and Assistant at the Inner Light, on Farne Island.

"I must beg to acquaint you that on the 20th inst., about 10 a.m., W. B. Darling in returning from N. Sunderland in the new boat, with the wind veering between N. W. and N., a squall coming on before a heavy shower, he just having finished taking in a double reef, immediately on the sail filling before the boat got headway she lay down upon her side and made shift to cast off the halyards. The boat then righted, but nearly filled with water. On attempting to lower the mast she capsized, and by some means he got upon her bottom, and, providentially, the sloop Shamrock, of Berwick, Captain Jas. Aird, standing in on the opposite tack, promptly and humanely bore up, launched his boat, and rescued him from his perilous situation. N.B. As this is only the second time the new boat has been tried with a breeze and both times proved nearly fatal consequence, should she be picked up as most likely by some of the fishing-boats I think it will be advisable to have her raised 5 inches, as I am convinced it is too shallow for the use of the Longstone.

Thomas Smith, inner Light-keeper, having seen the accident, got to the sloop about fifteen minutes after W. B. D. was taken on board, so that he with Assistant must have exerted them-

selves to the utmost, having above 3 miles to run."

Mrs. Darling died at the Lighthouse in Oct., 1848, and her husband had then only left with him in the Tower his daughter Thomasin, and a young grand-daughter whom he had undertaken to bring up. She was the surviving child of Mary Ann Carr, born about two months after the father's death. Grace Darling had been one of her godmothers. William Brooks and his family were in the neighbouring cottage, built for them by the Trinity Board. With his aid, William Darling again rescued some shipwrecked men from the Harker's rock, but this time at the opposite end to that which had been fatal to the Forfarshire:—

"1853.

Sepr. 26. N. by E. severe gale all night. Between 3 and 4 a.m. the sloop 'Success,' of Dunbar, Wm. Richardson master and owner, from Newcastle to Petticur, 3½ keels coals, having been N. of S. Abb's when taken with the gale, being unable to run was laid to for several hours, and drifted on the east end of the Harkers. When she came among the broken water, to save being

washed overboard the three men shut themselves in the cabin, expecting to be drowned; but on the vessel grounding the sea broke into the cabin, and by some means the Master and Mate got on the rock, leaving a young man drowned in the cabin. They were seen by W. B. D. before sun-rise; but the sea was too heavy, that nothing could be done until after high-water, between 8 and 9 o'clock, when by the assistance of T. Robinson and T. Johnson, master and mate of the sloop *Aid*, we launched our boat over the rocks into Sunderland Hole. We succeeded in bringing Mr. Richardson and mate safe to Longstone, after carrying the corpse of the young man to high part of the Harkers. The sloop '*Aid*' had been wrecked on the South point of the Longstone on the 16th."

William Darling retired from the service of the Trinity House in October, 1860, pensioned to the amount of his full pay. His eldest son, William, who had become principal Light-keeper at Coquet Island, succeeded him at the Longstone; the younger, William Brooks, taking his brother's place at the Coquet. And it is remarkable that three weeks before he quitted the rock which had so long been his home, and with

which his name will ever be associated, William Darling, with his son William, and two of his sons, Job and James Darling, was engaged, at much risk, in again saving life at the very scene of the wreck of the Forfarshire :—

“1860.

Oct. 3rd, about 8 a.m., wind blowing hurricane west, the Sloop ‘Trio,’ of Arbroath, 45 tons, David Anderson, Master, coal load from Shields to Leith, being in sinking state was run on the Harker’s west point, otherwise the spot where the Forfarshire steam-vessel was lost. The crew, two men, got on the rock, and soon after the vessel became total wreck and drifted to sea in fragments. At 5 p.m. the gale somewhat moderated, and my son, two grandsons, and me succeeded in bringing the men safely to Longstone in our boat.”

It was near the turn of the tide, which would have made their return to the Longstone difficult, and one of the men saved had become so stupefied that, when minutes were of so great importance, he could not be made to comprehend the necessity of hastening down the rock into the boat. Even when they regained

the Longstone, he had to be led across the rock to the Lighthouse from Sunderland Hole, into which the boat was taken.

On the 27th of the same month William Darling writes,—“I left Longstone with Thomasin, Georgiann, Job and James, with the boat full load with furniture, Saturday afternoon;” and then with the notice of a wreck on the 30th, on the Crimstone rock, his journal concludes. After living six months at North Sunderland he removed with his daughter and granddaughter to Wyndings House, Bamborough, and there, on Sunday the 28th of May, 1865, his unostentatious, but useful and eventful life ended. On the following Tuesday he was laid with his wife, his son Job Horsley, and with his daughter Grace in Bamborough Churchyard. Some of the newspapers, giving account of his death, then reproduced a description of him by a visitor at Bamborough which had appeared in print, wherein he was said to wear the “old blue coat with brass buttons which was fashionable forty years ago;” and “his nether limbs draped in trousers of

white nankeen." The coat was simply his uniform with the Trinity House button which he continued to wear, and they who lived with him to the last declare that he never wore nankeen trousers, but dressed in the dark blue which seamen favour.

It says much for the character of William Darling that having, when a very young man, married a wife many years older than himself, he still was master in his household, and had the respect of his family as well as their affection. In any domestic question that arose his conclusion was decisive; and the romancists who, in the affair of the Forfarshire, made the entreaties of his daughter overrule his judgment, did not know about whom they wrote. It is very likely that the proposal to aid her father in the boat first came from Grace; but had he not himself thought the attempt practicable, he was not the man to endanger her life and his own in weak concession to girlish importunity. His own account,—“We agreed that if we could get to them some of them would be able to



assist us back," is doubtless a plain statement of the simple truth.\*

Yet William Darling was not austere and overbearing, though he maintained his authority; neither was his piety of the stern, puritanical character that some might hastily infer, from the account given by his daughter Grace of his collection of Divinity, and his denunciation of card-playing and romances. He did what lay in his power for the religious instruction of his family, and for their training in piety, cut off as they were from access to public worship; except upon the rare occasions when there were services in the little ancient chapel on the principal Farne Island, which aids in the commemoration

\* *The Illustrated London News*, 10th June, 1865, in a notice of the then recent death of William Darling had the following passage:—"For it must always be remembered that when Grace Darling had in vain implored the assembled boatmen of the shore to make one effort to rescue the drowning people from the wreck, her father was moved by the girl's tears of pity and disappointment. He exclaimed 'the wench shall have her wull,' and launching his own boat, with her alone to help him at the oar, went forth," &c. The fiction is here manifest, for there were not any boatmen at the Longstone to be implored. "The assembled boatmen" were at North Sunderland, six or seven miles off; and the particular phraseology attributed to William Darling is as much the author's as the rest of the story.

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of St. Cuthbert. Notices of these services occur in his journal, as,—

“1853.

Aug. 5th, W. B. Darling and part of each family at St. Cuthbert's Chapel. The Ven. Arch-deacon Thorpe officiated.”

Condemnation of simple card-playing, in common with the evils too often, though not necessarily, incidental to it, is not peculiar to William Darling; and there is reason to believe that he was in some degree influenced by his personal knowledge of a case in point, that of a family connexion. If his condemnation of novels, romances and plays were similarly indiscriminating, it is easy to understand that, his acquaintance with this class of literature being limited, the only specimens within his knowledge well justified his opinion that to read them was a waste of time. Anyhow, he was far from morose and Pharisaical. He loved singing and music, was himself a violinist, and encouraged a like taste in his children and grand-children. In the Bonaparte-invasion time he, together with a

brother, had been member of a Militia or Volunteer corps, which assembled at Alnwick; and often in after life would William Darling, who was over six feet high, pace the floor of the Lighthouse whistling some marching air of his soldiering days, and followed by a file of youngsters. Besides music, he loved poetry, particularly Burns, and at times indulged in rhyming. To a couple of enigmas in his journal there is appended the following:—

“APOLOGY.”

“The lines above, I sometimes think  
Are scarce worth paper, pen and ink;  
But hope the Reader will excuse,  
When I inform him to amuse  
Myself on dreary Winter night,  
When duly tending on the Light,  
Some harmless thought runs in my head,  
And keeps me from the thought of bed.”

And he has thus honoured an exploit of his wife's, and Grace Darling's,—

“IN 1840.”

“You'll be surprised when that I tell,  
September First, as it befell,

Myself and Brooks had gone on shore,  
My wife and Grace did catch five score  
Of herrings, better ne'er was caught  
On Longstone rock without a boat.  
They did it standing on the rock,  
It being after Twelve o'clock ;  
Six fathoms water there was there,  
As near as may be to a hair,  
In what is calléd Frenchey Gut,  
A piece of net they there did put."

Upon a Wild Duck shooting expedition to the Brownsman and the neighbouring Wamses, when adverse weather confined the party to a small shelter on the Brownsman Island, he wrote the following in imitation of his favourite Burns :—

"FIVE BRAW LADS. DEC. 14th.—59.

"There Five Braw Lads to Brownsman cam,  
To shoot Wild Ducks upon the Wam,  
Wi' boat well stored with beef and ham,  
And wee drap Highland whiskey, O !  
But the gale cam on wi' snaw and sleet,  
Of course they thought it was but meet  
To keep the house and warm their feet,  
Wi' a wee drap Highland whiskey, O !

“There was ae lad amang the rest  
Wi sangs and jokes did ‘muse them most;  
Perhaps between did warm his breast  
Wi’ a wee drap Highland whiskey, O!  
‘The storm blew as ‘twad blawn its last,’  
The bed and blankets in request,  
A cheerful fire, they gaed to rest  
Wi’ a wee drap Highland whiskey, O!

“Three days and nights they thus did meet  
Wi’ little else than snaw and sleet,  
Outside the house made fireside sweet,  
Wi’ a wee drap Highland whiskey, O!  
They thought it best on Saturday night  
To go on shore when scarce day-light,  
It might be said they went downright  
For a wee drap Highland whiskey, O!”

He was not wanting in the ingenuity useful to any man who lives where there are not workmen at command; and one specimen of his handiwork was a double inkstand, which he formed from a fragment of the marble chimney-piece of the “Forfarshire.” Algernon, fourth Duke of Northumberland, brother of Duke Hugh, wished to place it in Alnwick Castle, and it was sent there to him; whereupon William Darling, to gratify his daughter Thomasin, made another

for her, upon which she afterward had a brass plate fixed, with an inscription. Lastly, William Darling was a very desirable acquaintance for the naturalist. He formed a collection of the shells found at the Islands; and he was a close observer of the habits of the sea-birds which flock there during the breeding season. Upon the Longstone itself he had a colony of Terns, and insisted upon their holding being undisturbed. In his journal there is repeated record of the numbers and kind of birds that committed suicide against the "Lantern;" and he states, on the 6th of April, 1830, "I shot 3 Egyptian geese, and sent a pair to the Newcastle Museum, and the other to Mr. Selby, Twizel House," the noted ornithologist. Among his papers are some interesting descriptions of the nests of Cormorants, Kittiwakes, and other species of sea-birds, with the number of eggs laid by each kind. One of these accounts is in the form of a letter, written by request of the Secretary of some Society. Grace Darling herself formed a collection of sea-bird's eggs.

In one way or other, for himself and for his family, he found amusement' enough to occupy any leisure which duty and ordinary employment might leave. Landsmen naturally shrink from the isolation of the Longstone, and picture to themselves its dullness, particularly in the long nights of Winter. But the survivors who shared it concur in ample testimony to assure us, that among few families can there have been more of genuine happiness than was to be found in the Lighthouse home of WILLIAM DARLING.

WILLIAM DARLING'S NOTES UPON THE  
SEA-BIRDS OF FARNE ISLANDS.

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The Cormorant lays five eggs, and builds invariably with sea-weed, finished with grass.

The Green Shag Cormorant, five eggs, also builds with sea-weed, on small ledges of perpendicular rock.

Guillemots and Razorbills lay but one egg each, and make no nest; the Razorbill preferring small ledges of rock where there is room only for the bird and its mate.

Puffins lay one egg each, in colour a dirty grey, and build with small bits of grass in rabbit-holes, or others of their own making.

The Oyster-Catcher lays three eggs, generally among small gravel, where she scratches a hollow and finishes it by adding small broken shells, or gravel.



The Ring-Dotterell lays four eggs, and is at great pains with nest making; always on gravel, with choice small shells and bits of gravel by scores.

#### GULLS.

The Black-backed, or Fern Gull, always builds with grass if to be had.

The Cream-coloured, or Herring Gull, with grass, frequently mixed with sea-weed.

The Black-headed Gull builds with reeds, small sticks, sea-weed and grass.

The Kittiwake builds with clay mixed with sea-weed and grass.

All of the Gull species lay three eggs each.

#### TERNS.

The Common Tern lays three eggs, though frequently two only, on grass, sand, gravel, open rock, or anywhere, building very little.

The Sandwich Tern generally lays only two eggs, occasionally three; is at little trouble nest

building, sometimes on grass, but delighting in small gravel beach, and making a sufficient indentation sixteen inches distant from others.

The Pink-breasted Tern lays two eggs, generally where sheltered under strong tufts of long grass, and where least seen.

#### DUCKS.

The Mallard lays thirteen eggs, in some solitary place, as near water as it can, generally among long grass, or sedge, finishing its nest with down.

The Shield duck, thirteen eggs, builds with small grass finished with a little down, in Rabbit or in Puffin holes.

The Eider, which lays five eggs, is a bird with many peculiar habits. It makes its nest anywhere, with sea-weed, grass, gravel, &c. It does not commence sitting until the last egg has been laid. Frequently two birds lay in one nest, to the number of seven, eight, or nine eggs. The male bird leaves the duck to hatch and nurse her young; in a few days he moults,

and is never seen nigh her again until the young are able to leave her, which is in the course of two or three months. The duck receives no sustenance during the time of incubation. As soon as the young are hatched, and their down dried, generally in twenty-four hours, they take to the water; and the old bird leads them from place to place where she can find plenty of small shell-fish for them to feed upon, which they do, being when young very strong and active.

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